



STATE OF IDAHO RAILROAD LOCATION MAP and STATE HIGHWAY SYSTEM

INDEX TO RAILROADS

- BN - Burlington Northern Railroad
- CSP - Camas Prairie Railroad
- EIRR - Eastern Idaho Railroad
- INPR - Idaho Northern and Pacific Railroad
- MRL - Montana Rail Link
- BLMR - Blue Mountain Railroad
- STMA - St. Maries River Railroad
- UP - Union Pacific

SCALE

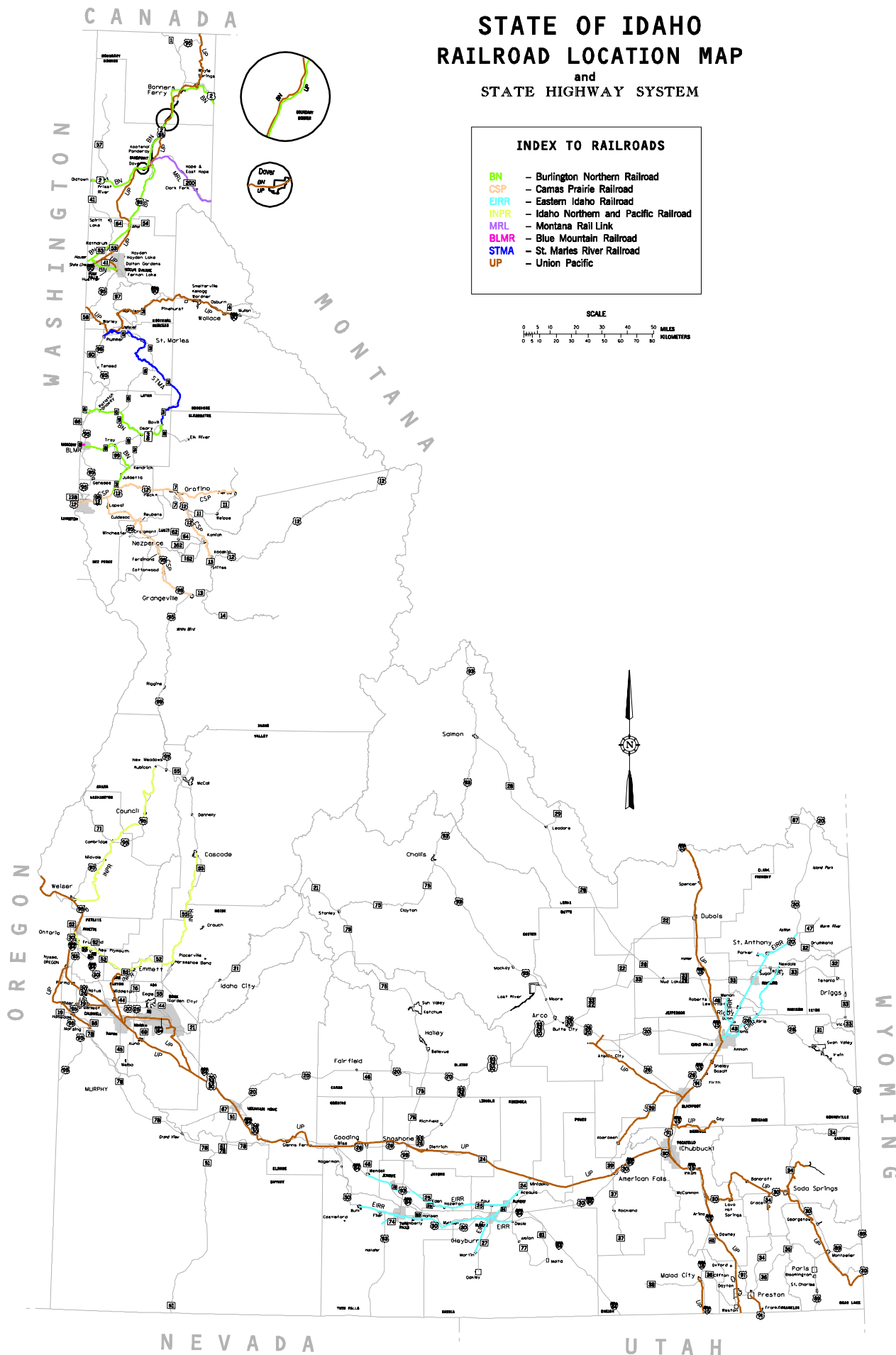
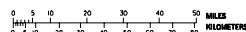


Figure 2-11

District One STATE OF IDAHO RAILROAD LOCATION MAP

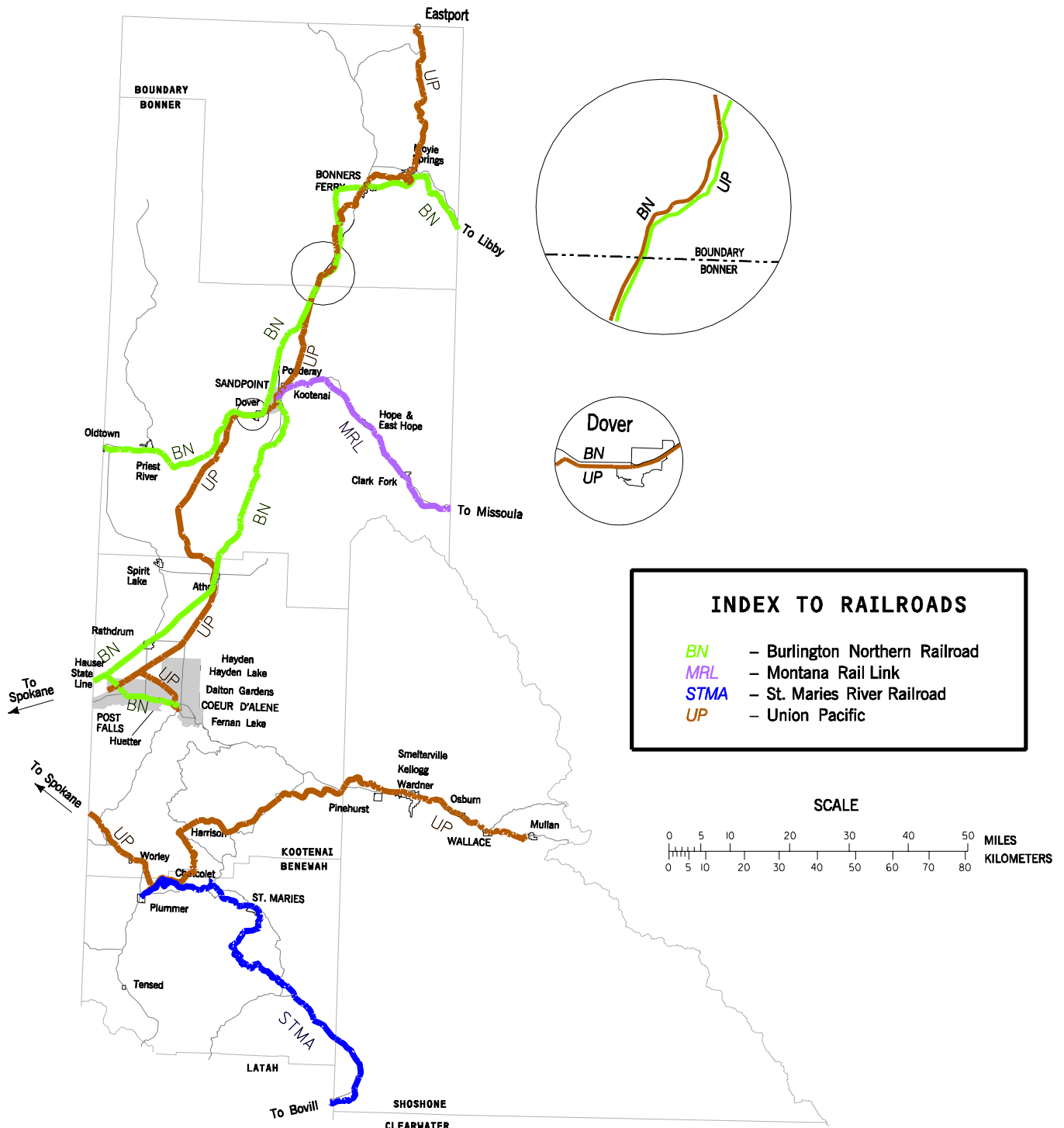
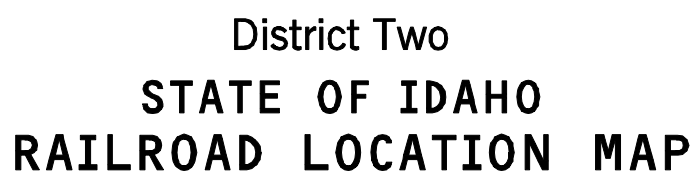


Figure 2-12



BN – Burlington Northern Railroad
CSP – Camas Prairie Railroad
BLMR – Blue Mountain Railroad
STMA – St. Maries River Railroad



served the area with a line from Pullman, Washington to Moscow which is now being operated by the Blue Mountain Railroad, another short line operator.

The rail traffic of District 2 is a little more varied than that of District 1. While originating commodities are still principally lumber or wood products (49 percent at 280,000 tons) as lumber mills are still numerous, farm products and pulp, paper of allied products together make up 46 percent of that traffic. Farm products are derived from the Palouse and Camas Prairie, and Lewiston is the location of the state's only pulp and paper mill and the Port of Lewiston. Inbound commodities are dominated by chemicals at 65 percent of the 174,000 tons terminated which are destined for the farms of the area and the pulp mill.

District 3

District 3, in southwestern Idaho (See Figure 2-14), is served by the UP's main line track which runs between the Midwest and the Pacific Northwest and a variety of UP branch lines and former UP branch lines spun off to the INPR. The originating rail traffic in this District is dominated by a few commodities -- farm, food and lumber or wood products. The three commodities each roughly represent one third of the total traffic originated (1.8 million tons). The terminating traffic is diverse, probably due to the location of the Boise urban area, although almost 53 percent of it (825,000 tons) is attributed to one commodity, farm products. The area contains a number of sawmills and facilities which manufacture doors, beams and similar wood products. It also contains a number of food processing facilities which account for the outbound food products and some of the inbound farm products.

A UP branch serves Boise while the main line passes to the south of the city itself. The branch is also used by Amtrak's Pioneer to reach Boise using the UP main line for the rest of its trip through the District, with stops in Nampa and Ontario, OR. There are UP branches from Caldwell to Wilder and Nyssa, Oregon to Marsing. The latter has appeared on the ICC System Diagram Map for several years, so it is potentially subject to abandonment at any time. Nampa is an important location as the hub of branch line activities, as well as being a crew change point. The INPR has lines from Payette to Emmett, and Emmett to Cascade. A INPR line from Weiser to Rubicon was recently approved for abandonment, as well as the UP line from Maddens (north of Nampa) to Emmett over which the INPR formerly had operating rights.

District 4

The makeup of the rail system in District 4, south central Idaho (see Figure 2-15), is very similar to that of District 3 in that it is traversed by the same UP main line and also contains a number of former UP branch lines that have been spun off to a short line operator, in this case, the EIRR. The

branches spring from a common point on the main track, Minidoka, then to Rupert, with separate lines running from Rupert to Wendell, and Rupert to Burley to Buhl via Twin Falls and two shorter branches out of Burley. Amtrak's Pioneer moves over the main line with a stop in Shoshone.

Farm and food products comprise 99.3 percent (equating to just over 1.5 million tons) of the District's originating rail traffic. The originating rail traffic reflects the rural nature of the area and the location of numerous food processors. Inbound traffic consists of six principal commodities -- farm; food; pulp, paper; and chemical products; nonmetallic minerals; and coal. The six together comprise 95 percent of all inbound commodities.

District 5

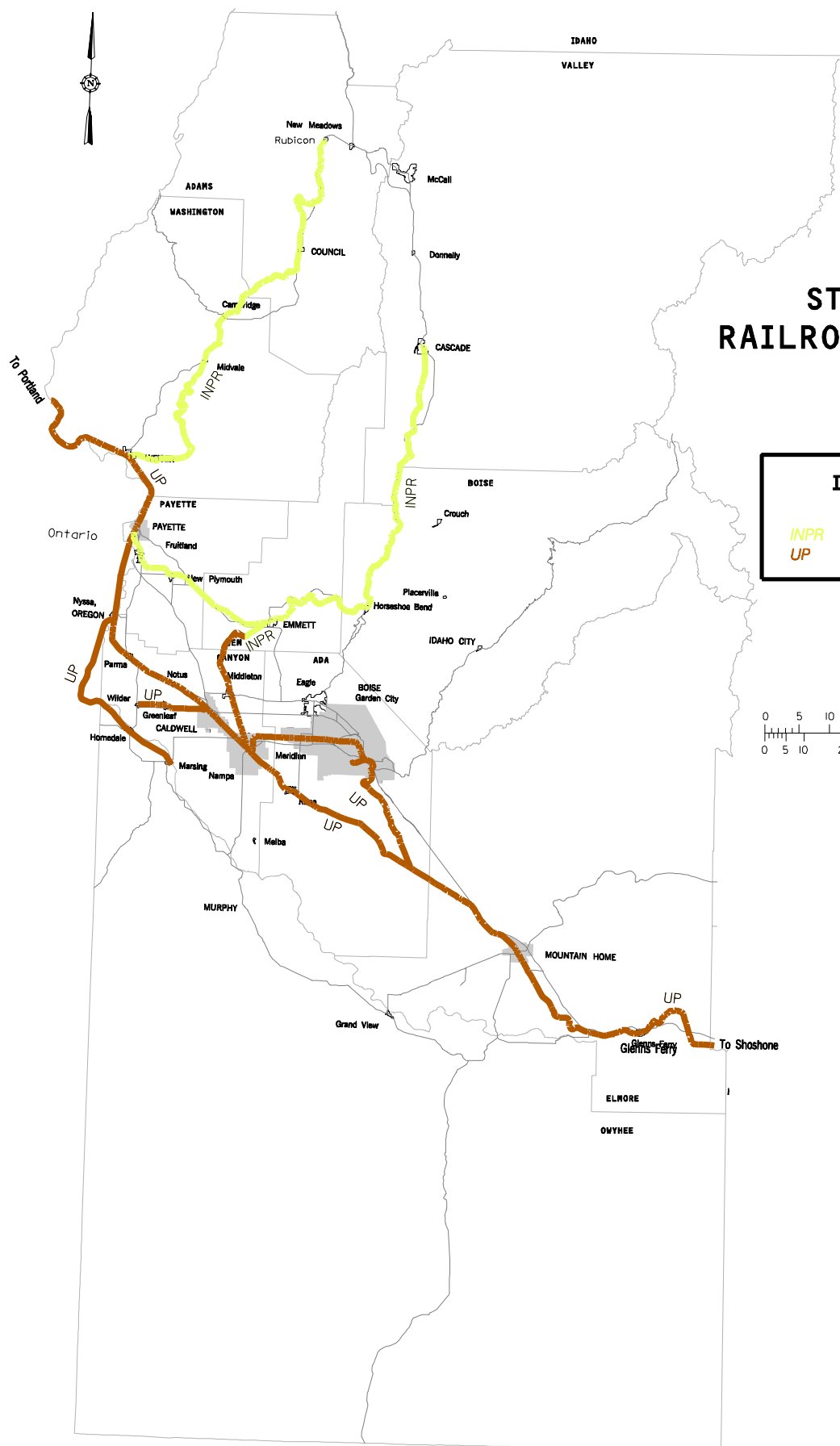
The railroads of District 5, the southern part of southeastern Idaho (see Figure 2-16), are comprised of the same UP east-west main line as that passing through Districts 3 and 4 to the west and Granger, Wyoming to the east, along with two secondary main tracks and several UP branch lines.

One of the secondary mains run from Pocatello north into District 6 and then into Montana where it connects with the Rarus Railway and the Montana Western at Silver Bow. The second runs from McCammon south into Utah where it connects with other UP lines and lines of other railroads at Ogden. Two branches reach into Idaho from Utah and terminate in the District at Malad and Preston. One branch line originates at Blackfoot and extends into District 6 where it terminates at Arco; another branch line from the same origin extends to Aberdeen. Shorter branch lines extend to the Gay mine, Conda mine and Grace. The Grace branch is pending abandonment before the Surface Transportation Board and the UP is expected to file a Notice of Exemption to abandon the Gay branch. Amtrak's Pioneer moves over the north-south main line between Ogden, Utah, and Pocatello and the east-west main line between Southwestern Idaho and Pocatello. Pocatello is the operational center for Union Pacific in the state. A major freight classification yard is located there, along with maintenance and repair facilities for locomotives, cars and track maintenance equipment.

Rail traffic in the District is the heaviest in terms of total tonnage of all the districts. It is comprised principally of nonmetallic minerals (almost 4 million tons originating and 4 million tons terminating) followed by farm products (1 million tons originating) and chemical products (1.3 million tons originating and terminating). The traffic is principally derived from the phosphate mining and related chemical production activity in the District.

District 6

The rail system in District 6, the northern part of southeastern Idaho (see Figure 2-17), is comprised of the secondary UP main that originated in District 5 and continues on to Montana along with a number of former UP branch lines that have been spun off to the EIRR. Branches extend from Idaho



District Three STATE OF IDAHO RAILROAD LOCATION MAP

INDEX TO RAILROADS

- INPR - Idaho Northern and Pacific Railroad
- UP - Union Pacific

SCALE

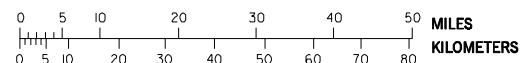


Figure 2-14